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PLANS FOR TRACK CONSTRUCTION, TONNAGE, AND TRAFFIC
AT ZILTENTORF FREIGHT YARD AND EAST METALLURGICAL COMBINE

This report gives information on planned track construction and planned increases in tonnage and traffic at the Ziltendorf freight yard and the East Metallurgical Combine.

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Planned track construction at the Ziltendorf freight yard [which serves the East Metallurgical Combine] with connection to the combine and trunk lines is based on the following figures for planned tonnage and traffic:

1. Incoming daily traffic by 1955: 11 freight trains via Guben from the USSR and Poland, and 11 freight trains via Gruenau from Central Germany over the planned Gruenau-Ziltendorf line, i.e., 19,071.8 tons carried daily on 22 trains with a total of 1,339 freight cars.

For speedy unloading of these 22 trains, seven tracks are necessary.

2. Outgoing daily traffic by 1955: four freight trains with 225 cars carrying a total of 2,750 tons, and 11 freight trains with 1,114 empty cars.

The following tracks are planned [for 1955] to handle this traffic: one track for the 11 empty trains, one track for the four full trains, and one extra track.

3. For classification and storage of individual cars:

Incoming -- one track for unloading coal for railroad operations plant, and one track for industrial freight for the plant.

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Outgoing -- two tracks; three tracks for finished goods to Sachsen and Thuringen, to the Magdeburg area, and to Berlin and the Baltic area; and two further tracks to be added later.

The switches are so planned as to permit the incoming and outgoing tracks to be used interchangeably.

Additional plans include:

A 1,050-meter-long classification track with hump. The classification track should be on the northwest side /probably northwest of Ziltendorf freight yard/, in the curve of the future single-track line to and from Gruenau

A detour track so that heavy trains need not be pulled over the steep grade of the hump

A short siding with stub track for waiting locomotives

A locomotive service installation for Reichsbahn-owned locomotives, initially with one track for locomotive runs to and from the shed over the turntable, the latter having a diameter of 26 meters.

Industrial locomotives will have their own service installations with some storage tracks for cars, on the grounds of the plant. These installations will include a track for coaling, cinder removal, and watering; one track for unloading coal cars and cinder loading; a locomotive shed with four engine stalls; and two tracks for baggage cars.

At least three signal and switch control towers are needed for the traffic to be handled by these tracks, amounting to 43 train runs daily past the first slip switch on the Ziltendorf line to the plant (plus a few incidental runs) and 61 runs through the first slip switch on the line from the plant to Ziltendorf.

The construction of these tracks and installations has been planned in three stages. The Reichsbahn and the East Metallurgical Combine have three target dates, at which time each is to have completed and in operation certain parts of these tracks and installations.

The first construction phase for the Reichsbahn, to be completed by 30 June 1951, is the completion and operation of the following projects:

a. At Ziltendorf Freight Station

Reconstruction of track No 3 for plant personnel traffic

Reconstruction of storage track No 5

Construction of a connection, temporarily single-tracked, from the main track at the watchman's shanty /apparently at grade crossing with road/ at kilometer point 100.500 to the freight yard.

b. At Fuerstenberg Railroad Station

Reconstruction of tracks No 2, 3, and 5, including a second track for personnel traffic. In addition, it is important to construct tracks No 7 and 8 and a track to the bunker parallel to the Degussa tracks No 1 and 2 /possibly the name of a factory along the line/, with an additional track connection to the bunker.

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Expansion of the locomotive service installations and the accelerated construction of the Losow crossing tracks between Finkenherd and Frankfurt/Oder

Construction of the Fauler See crossing on the line from Frankfurt/Oder to Cottbus via Gruenau

Construction of a way station at the former Vogelsang block station between Fuerstenberg and Ziltendorf to handle the heavy personnel traffic of the combine.

The first construction phase for the combine, to be completed by 30 June 1951, includes the projects noted previously, such as classification tracks and hump.

The second construction phase for the Reichsbahn, to be completed by 31 May 1952, includes track and safety installations for approximately double the 1951 output of the combine. The projects included are:

Construction of the second connecting track from the Guben line at kilometer point 100.530, where the watchman's shanty is located to the Ziltendorf freight yard.

If investigation of Department I [Operations] of the Directorate-General of the Reichsbahn shows that the connection to the freight station across the Guben track should not be a grade crossing, then on the Guben side a ramp gradient of at least .34 or, better, .33 percent at a height of 7 meters (or at least 2,100 meters long) will be required.

The second construction phase for the combine, to be completed by 31 May 1952, includes completion and operation of the following projects:

Construction of a special locomotive detour track

Three additional incoming and outgoing tracks, each 1,000 meters long, between the entrance, exit, and block signals.

The third construction phase for the Reichsbahn, to be completed by 30 September 1952, includes completion and operation of tracks and safety installations such as:

Construction of a second track from Ziltendorf to Frankfurt/Oder to increase the line capacity and to avoid backlogs of cars.

The third construction phase for the combine, to be concluded 30 September 1952, is based on the assumption that maximum plant production has been attained ahead of schedule. It includes such projects as:

Construction of three classification tracks, connected by a special turn-out ladder, and construction of a track scale and a loading gauge

Connecting the classification tracks to the hump of the northern turn-out track.

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